



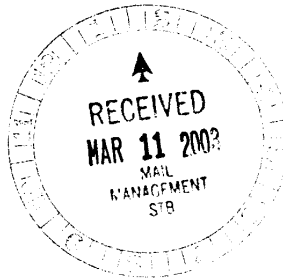
U.S. Department  
of Transportation

**Federal Railroad  
Administration**

Administrator

1120 Vermont Ave., NW.  
Washington, DC 20590

Surface Transportation Board  
Office of Proceedings  
Ms. Barbara Saddler  
1925 K Street, N.W., Suite 703  
Washington, D.C. 20423-0001



MAR 11 2003

6690-CCCCCCCCC  
RECORDATION NO. \_\_\_\_\_ FILED

MAR 17 '03

3-40 PM

SURFACE TRANSPORTATION BOARD

Dear Ms. Saddler:

This letter is in reference to Security Agreements dated August 7, 1972; December 27, 1973; January 29, 1975; March 20, 1975; April 16, 1975, and October 5, 1983, between the National Railroad Passenger Corporation (Amtrak), having its principal place of business at 60 Massachusetts Avenue, N.E., Washington, D.C. 20002, and the delegate of the Secretary of Transportation of the United States of America (the Administrator), Washington, D.C.

The Security Agreements have been recorded with and by the Interstate Commerce Commission on August 16, 1972, at 1:20 p.m., recordation No. 6690; on January 9, 1974, at 3:25 p.m., recordation No. 6690-D; on January 31, 1975, at 5:00 p.m., recordation No. 6690-J; on March 21, 1975, at 8:40 a.m., recordation No. 6690-M; on May 28, 1975, at 12:15 p.m., recordation No. 6690-O and on September 25, 1989, at 2:45 p.m., recordation No. 6690-MMMM. Pursuant to 49 U.S.C. 11303(a), the Security Agreements provide the Administrator a lien on all of Amtrak's rolling stock including locomotives, and contain an after-acquired clause with respect to all such rolling stock thereafter acquired by Amtrak.

This is to advise you that Amtrak has selected for retirement a non-passenger car, a passenger car, and work equipment listed in the enclosure hereto dated January 14, 2003. Pursuant to Amtrak's request, the Administrator hereby releases, with respect to the listed cars, the Secretary's lien under the aforesaid Security Agreements dated August 7, 1972; December 27, 1973; January 29, 1975; March 20, 1975; April 16, 1975, and October 5, 1983, respectively, and under any other agreement or agreements between the Administrator and Amtrak.

Therefore, I request that this document be recorded and appropriately filed pursuant to 49 U.S.C. 11303(a).

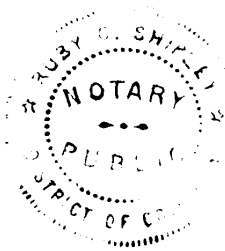
Sincerely,




Allan Rutter  
Administrator

Attest:

-----



Subscribed and sworn to before me  
this 11th day of Nov, 2003

  
Notary Public

My commission expires 5-14-03

Enclosure



January 14, 2003

S. Mark Lindsey, Esq.  
Chief Counsel  
Office of Passenger and Freight Services, RPF  
Federal Railroad Administration  
400 Seventh Street, SW  
Washington, DC 20590

6690-CCCCCCCCC  
RECORDATION NO. \_\_\_\_\_ FILED

MAR 17 '03

3-40 PM

SURFACE TRANSPORTATION BOARD

Dear Mr. Lindsey:

In compliance with the provisions of paragraph 2 of the Security Agreement dated October 5, 1983, between the National Railroad Passenger Corporation and the Federal Railroad Administration, enclosed is a schedule of equipment for disposal.

For our files, please acknowledge your receipt of this information and that it satisfies the requirements of paragraph 2 of the Security Agreement, and permission is granted to dispose of this equipment. I would appreciate a copy of the Release of Lien.

Sincerely,

Kevin McGraw  
Manager, Capital Reporting

**Enclosure**

*I acknowledge receipt of the information described above. This filing satisfies the requirements of paragraph 2 of the Security Agreement dated October 5, 1983, between the National Railroad Passenger Corporation and the Federal Railroad Administration, and permission is granted to dispose of this equipment in the most beneficial manner.*

2/24/03  
Date

S. Mark Lindsey, Chief Counsel



## AMTRAK EQUIPMENT FOR DISPOSAL

<u>UNIT NO:</u>	<u>DESCRIPTION:</u>	<u>REASON:</u>
*1501	Mail Handling Car	Beyond Economic Repair
*39004	Superliner Sleeper	Beyond Economic Repair
15311,15299	Rail Rack Cars	Beyond Economic Repair
15291,15294	Rail Rack Cars	Beyond Economic Repair
15276,15275	Rail Rack Cars	Beyond Economic Repair
15293,15278	Rail Rack Cars	Beyond Economic Repair
15308,15305	Rail Rack Cars	Beyond Economic Repair
15313,15265	Rail Rack Cars	Beyond Economic Repair
15263,15295	Rail Rack Cars	Beyond Economic Repair
15269,15268	Rail Rack Cars	Beyond Economic Repair
15261,15264	Rail Rack Cars	Beyond Economic Repair
15260,15306	Rail Rack Cars	Beyond Economic Repair
15316,15300	Rail Rack Cars	Beyond Economic Repair

\*NOTE: Units were previously under a lease agreement In FY 02, units were wrecked and declared beyond economic repair. In January 2003, casualty payments were made to the lessor, and at that point these units became Amtrak property.